BookletChart

Tampa Bay to Port Richey

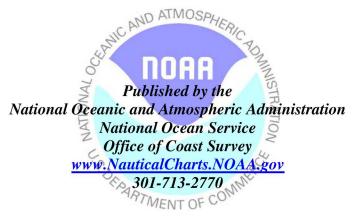
(NOAA Chart 11411)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ☑ Convenient size
- ☑ Up to date with all Notices to Mariners
- ☑ United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.

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What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart $^{\text{\tiny TM}}$?

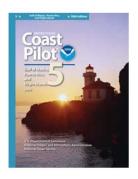
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 5 excerpts] (282) St. Joseph Sound extends N from Clearwater Harbor nearly to Anclote Keys, and is separated from the Gulf for a part of the distance by narrow strips of beach known as Caladesi Island and Honeymoon Island. (284) Dunedin Pass is marked by private daybeacons. The pass was reported shoaled to 1 foot and closed to navigation.

(286) **Hurricane Pass;** with local knowledge 3 to 5 feet could be carried. A light and daybeacons mark the pass.

(288) Five miles off St. Joseph Sound the current floods N with a velocity of 0.4 knot and ebbs S with a velocity of 0.6 knot. (289) The area W and N of **Honeymoon Island** was reportedly shoaled to bare and passage between Honeymoon Island and **Three Rooker Bar** to the N.

(290) **Anclote Keys**. The trees on the S end of Anclote Key are tall and can be made out from well offshore. The structure of an abandoned light is visible above the trees. A shoal area that uncovers was 1.4 miles off the N end of the Anclote Key.

(291) The area between the keys and mainland offers good protection from W gales for vessels up to 7 feet in draft. The area can be reached by passing either N or S of the Keys; both passages are well marked. Shoaling to 2 feet was reported within 100 feet of Daybeacon 3X and Daybeacon 5X in the S entrance. Vessels drawing more than 7 feet can anchor W of the keys where, though more exposed to W winds, the water shoals so gradually that the seas are never very heavy, and vessels with good ground tackle can ride out anything but a hurricane. Eastward of the S end of Anclote Key, the tidal current has an average velocity of 0.6 knot on the flood and 0.8 knot on the ebb.

(292) **Anclote River**. A powerplant stack on the N side of the entrance is conspicuous at 25 miles. The stack is marked by strobe lights by day and by flashing lights at night.

(293) A channel with its entrance 2 miles SW of the S end of Anclote Key, leads from the Gulf to a turning basin at Tarpon Springs. The depth was 8 feet in the entrance channel to the turning basin, thence 7 to 9 feet in the turning basin. The channel is marked by lighted ranges and numerous lights and daybeacons. Above Tarpon Springs the river is navigable for drafts of no more than 2 to 3 feet.

(294) **Anclote**. A marina has gasoline, water, electricity, marine supplies. A TV tower marked by strobe lights E of town, and a large elevator and water tank nearby, can be seen for 10 miles; the tank has a light on top.

(295) **Tarpon Springs** has a municipal hospital. The municipal landing is a marginal wharf 330 feet long at the Sponge Exchange, below the Alternate U.S. Route 19 bridge.

(296) There are small-craft facilities and a yacht club at Tarpon Springs. Water and supplies are available. The yacht club is on the E bank of Tarpon Bayou opposite Chesapeake Point.

(297) Alternate Route 19 bridge with a clearance of 10 feet crosses Anclote River at Tarpon Springs. A railroad bridge with a clearance of 16 feet is 1 mile upstream of the highway bridge.

(298) **Kreamer Bayou** and **Whitcomb Bayou**. The junction is at the N end of a small island; the river channel passes to the E of the island, and Anclote River South Channel to the bayous passes to the W. The South Channel branches at Chesapeake Point into Kreamer Bayou on the W and via Tarpon Bayou into Whitcomb Bayou on the E. The channel to Kreamer Bayou has shoaled, and only small skiffs can enter. The drawbridge over Tarpon Bayou (South Channel) has a clearance of 8 feet. A public wharf and launching ramp are S of the entrance to **Spring Bayou** and another public wharf is at the yacht basin at the entrance. A draft of 3 feet can be carried from Anclote River through Whitcomb Bayou.

(300) Strangers should approach the coast with care. Small craft of 3 to 4 feet in draft usually follow the coast closely, especially during windy weather, and find comparatively smooth water by keeping about 7 miles offshore. Hazy atmosphere frequently obscures this section of the coast, and the vessels standing inshore close enough to sight land are mostly spongers and fishermen, who sometimes anchor in shoal water, soft bottom, behind shell reefs and ride out the heaviest gales.

(303) **Pithlachascotee River** has an extensive shoal area off the mouth and oyster reefs just inside. A channel, marked by lights and daybeacons, leads from the Gulf to a turning basin at Port Richey. The depth was 4.7 feet (5.4 feet at midchannel) to the basin with depths of 5.2 to 6.0 feet in the basin. Depths of 4 feet can be carried across the shoals to the channel entrance. Depths of 2 feet and greater can be carried to New Port Richey with local knowledge.

(304) Four bridges cross the Pithlachascotee River. The first bridge, U.S. Route 19, has a clearance of 12 feet. The second has a clearance of 10 feet. The third, State Route 595, has a clearance of 6 feet. A highway bridge with clearance of 10 feet vertical is above the third bridge.

Table of Selected Chart Notes

HEIGHTS Heights in feet above Mean High Water

PLANE COORDINATE GRID (based on NAD 1927) (based on NAD 1927)

V/The Florida State Grid, west zone, is indicated on this chart at 10,000 foot intervals thus:

The last three digits are omitted.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

PLANE COORDINATE GRID (based on NAD 1927)

The Florida State Grid, west zone, is indicated on this chart at 10,000 foot intervals thus:

Sunshine Skyway Bridge Security Zone All waters, from surface to bottom, 100 feet ound all bridge supports, dolphins and rocky

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys an not all listed in the U.S. Coast Guard Light List.

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine bles and submarine pipeline and cable areas

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and sitional uncharted submarine pipelines and rine cables may exist within the area of art. Not all submarine pipelines and sub-cables are required to be buried, and that were originally buried may have e exposed. Mariners should use extreme in when operating vessels in depths of comparable to their draft in areas where res and cables may exist, and when ring, dragging, or trawling, ered wells may be marked by lighted or ed buoys.

CAUTION

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

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All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted. Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other water-

ys. When following the Intracoastal Waterway When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

BASCULE BRIDGE CLEARANCES For bascule bridges, whose spans do not

open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

INTRACOASTAL WATERWAY

Project Depths

9 feet Caloosahatchee River, Fla. to Anclote ver, Fla.

River, Fla.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Colregs demarcation lines follow the general trend at the seaward high water shoreline except where charted.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE D CAUTION

Submerged piling of the former private day-beacons may exist in Big McPherson Bayou and Mud Key Channels.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Cable Area

Additional uncharted submarine pipelines and Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlichited thurws

unlighted buoys

CLEARWATER PASS

The controlling depth was 8 feet for a width of 150 feet from the Gulf to the fixed highway bridge, thence 7½ feet for a width of 100 feet to a junction with the Intracoastal Waterway, with 3½ feet in the left quarter of the widener at the

Jul. 2003 - May 2006 🛰

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

((Accurate location) o(Approximate location)

NOTE G

JOHNS PASS The controlling depth was 5 feet for a width of 150 feet from the entrance to the Bridge; thence 7½ feet for a width of 100 feet to 27°47′29.7" N 82°46′50.0" W; thence 5 feet for a width of 100 feet to the Intracoastal Waterway.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted. Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

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When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be to the starboard side of the vessel and aids with yellow squares should be kept on the side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the intracoastal Waterway.

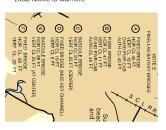
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should be used with caution. Station positions are shown thus:

(Accurate location) o(Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.



Corrected through NM Mar. 22/08, LNM Mar. 18/08

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vesselse. Large vessels may not be able to see small craft close to their bows.

HURRICANES AND TROPICAL STORMS

HURHICANES AND INFICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not collect exhalts a conditions failured these storms. Evend aids to

Charted soundings, channel depths and shoreline may not-reflect actual conditions following these storms. Fixed aids to, navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should-not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

HORIZONTAL DATUM

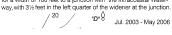
HUNIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1993 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.078* northward and 0.636* eastward to agree with this chart.

18/

NOTE H

CLEARWATER PASS The controlling depth was 8 feet for a width of 150 feet from the Gulf to the fixed highway bridge, thence 7½ feet for a width of 100 feet to a junction with the Intracoastal Water-



NOTE A

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Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

Mar./08; Corrected through NM Mar. 22/08, LNM Mar. 18/08

MERCATOR PROJECTION AT SCALE 1:40,000 SOUNDINGS IN FEET MEAN LOWER LOW WATER North American Datum of 1983 (World Geodetic System of 1984)

Mar./08; Corrected through NM Mar. 22/08. LNM Mar. 18/08

Additional information can be obtained at nauticalcharts.noaa.gov

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972

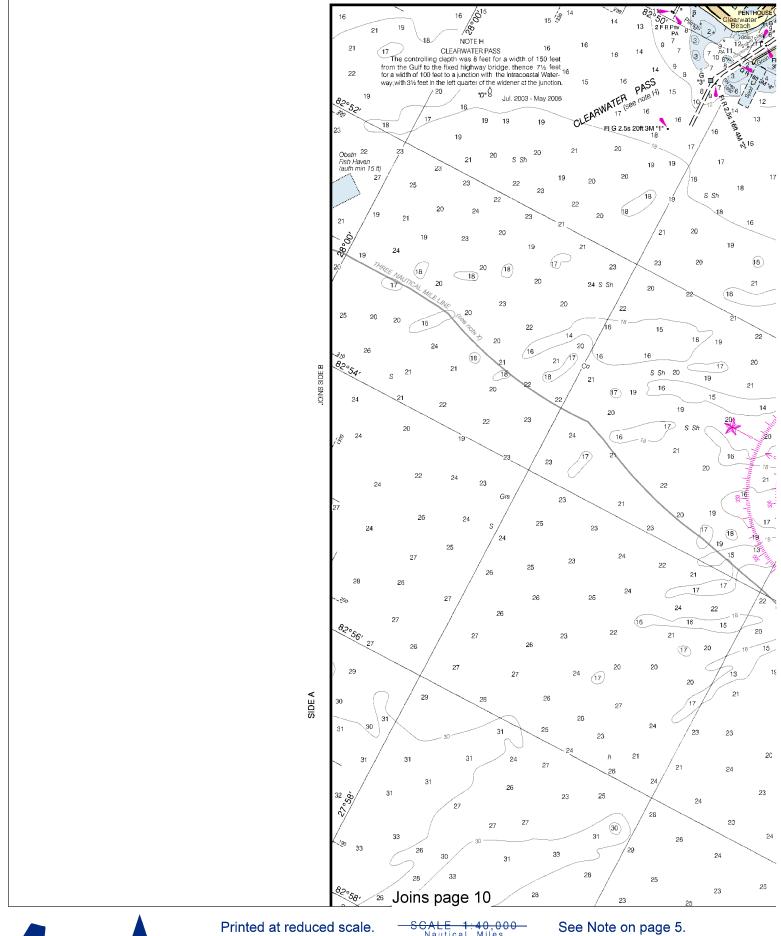
Demarcation lines are shown thus: — — — —

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FACILITIES Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

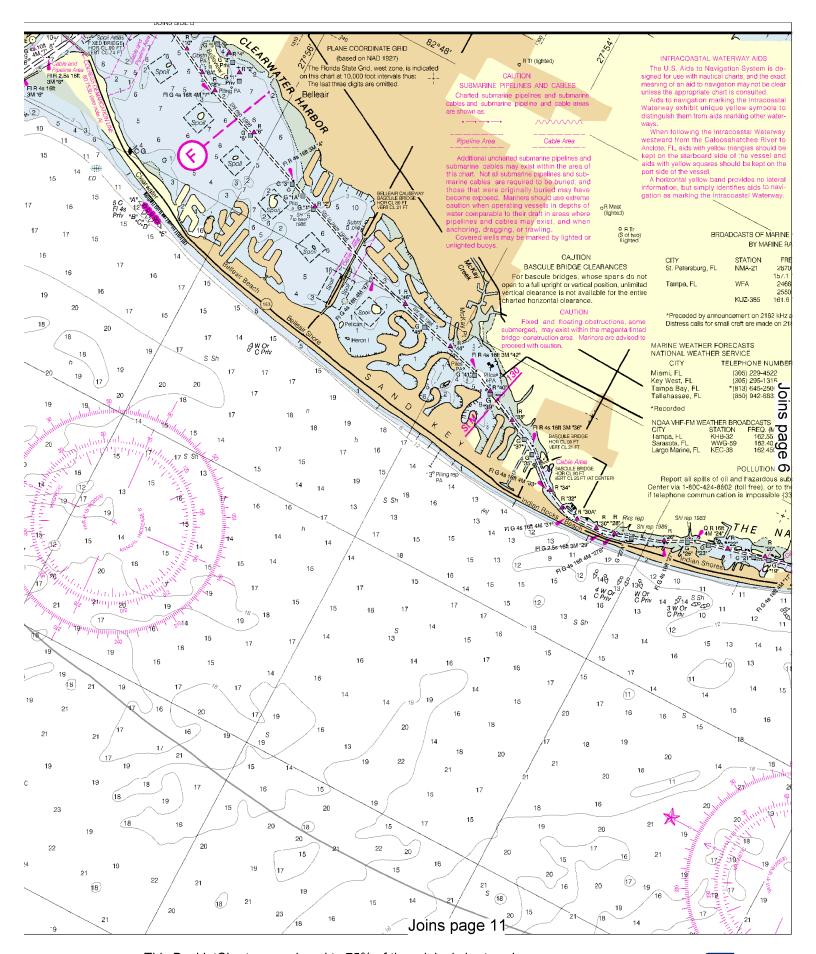
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

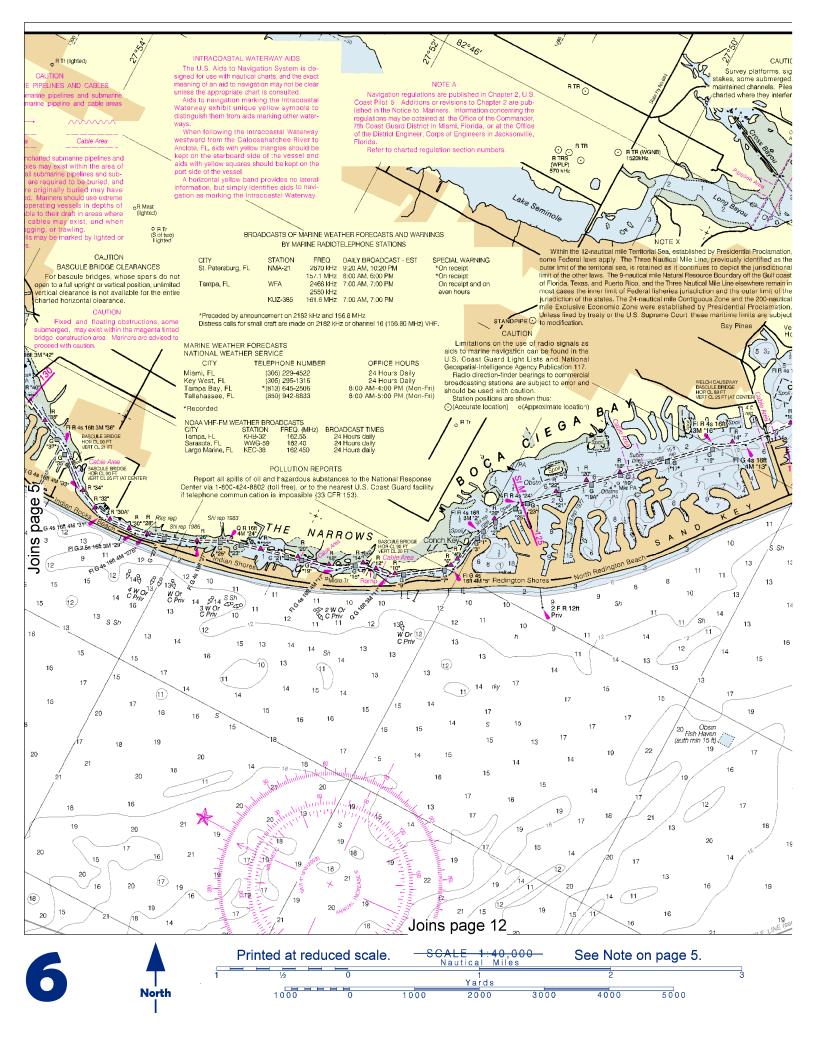


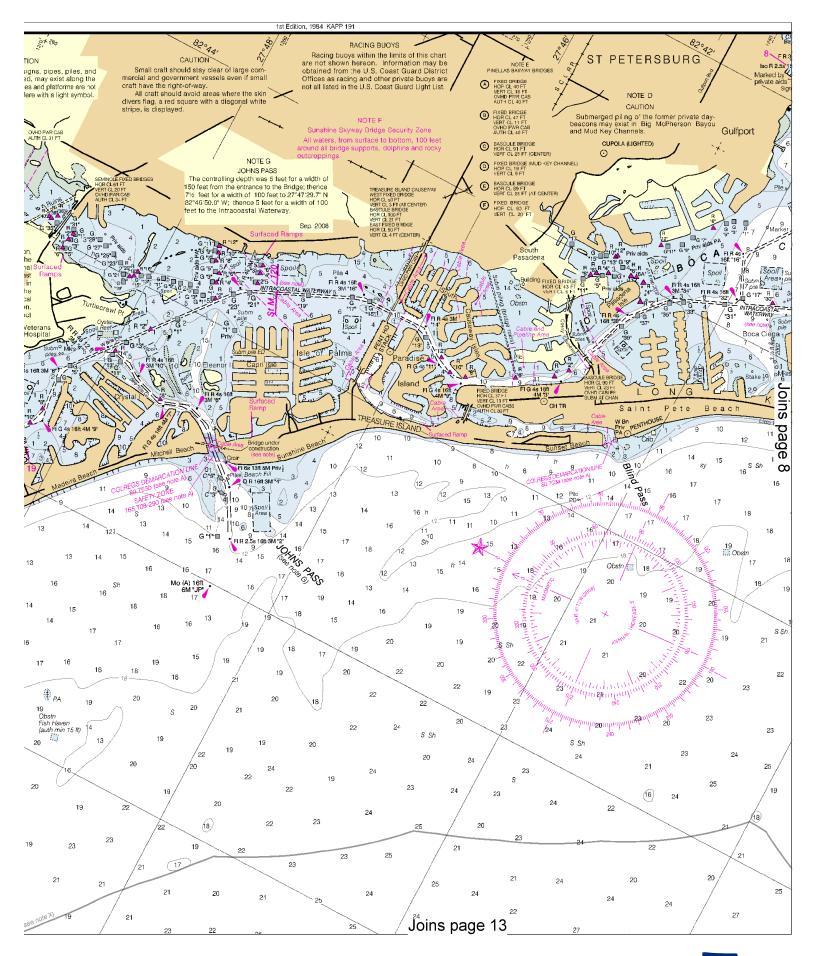






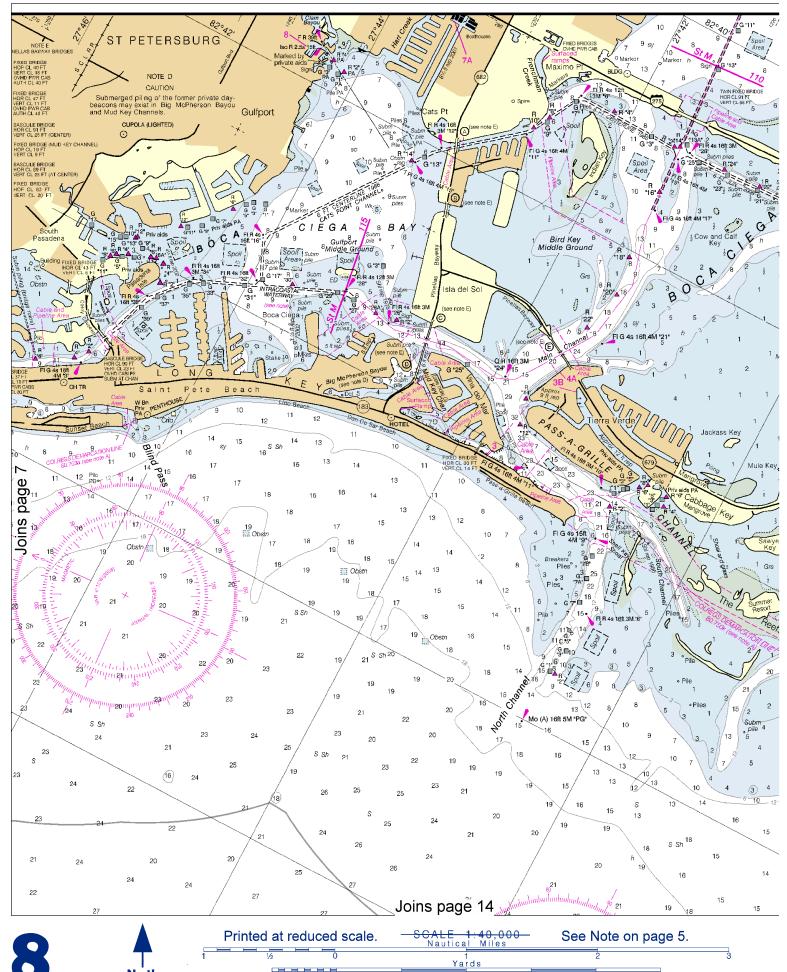
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





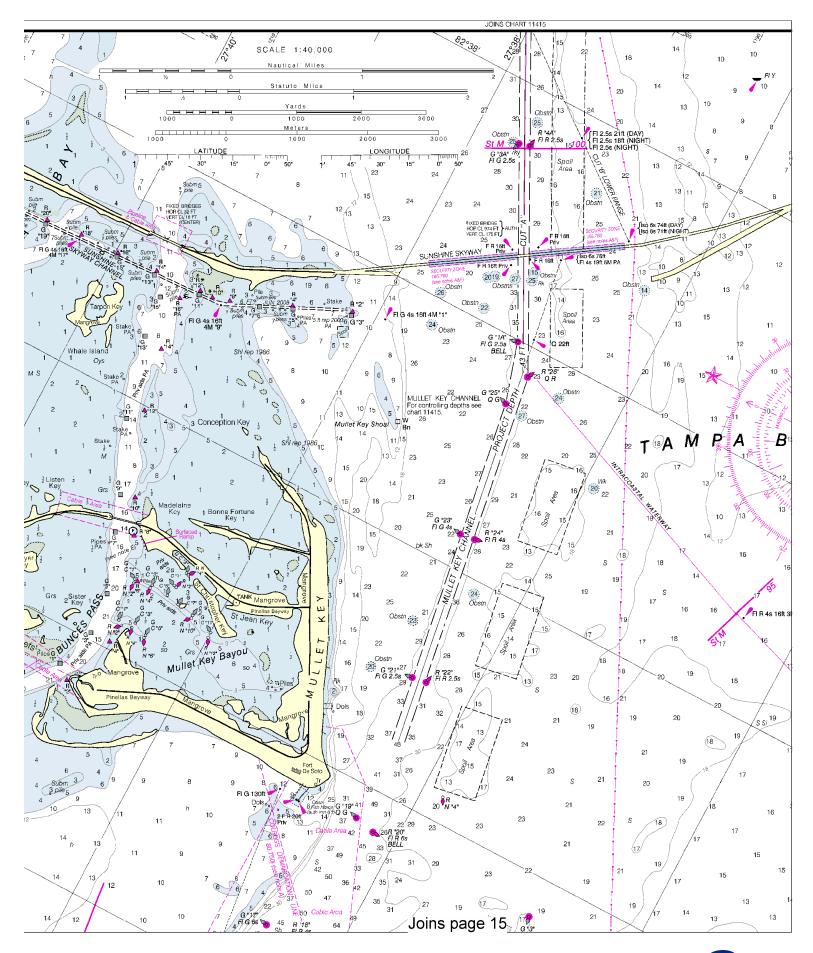


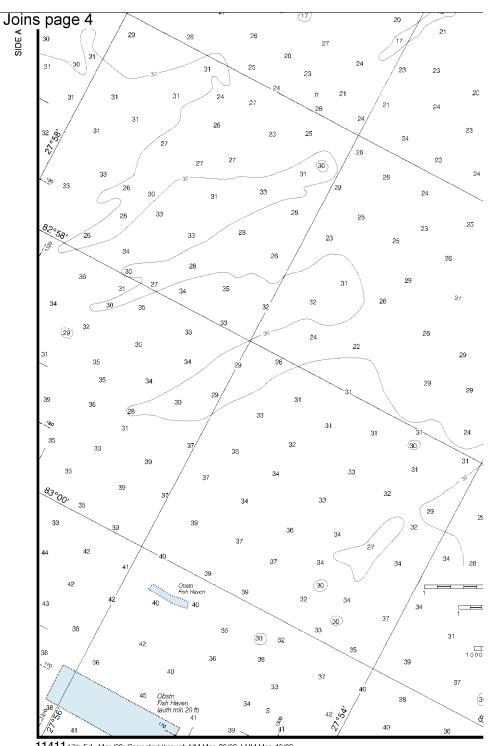












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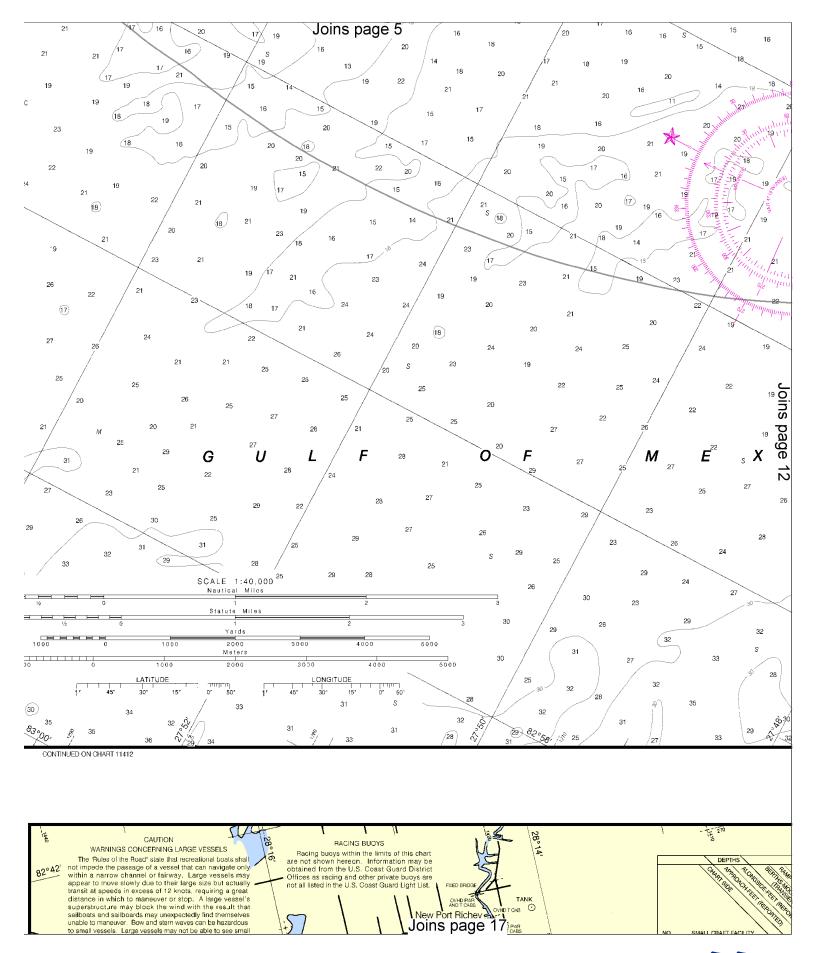


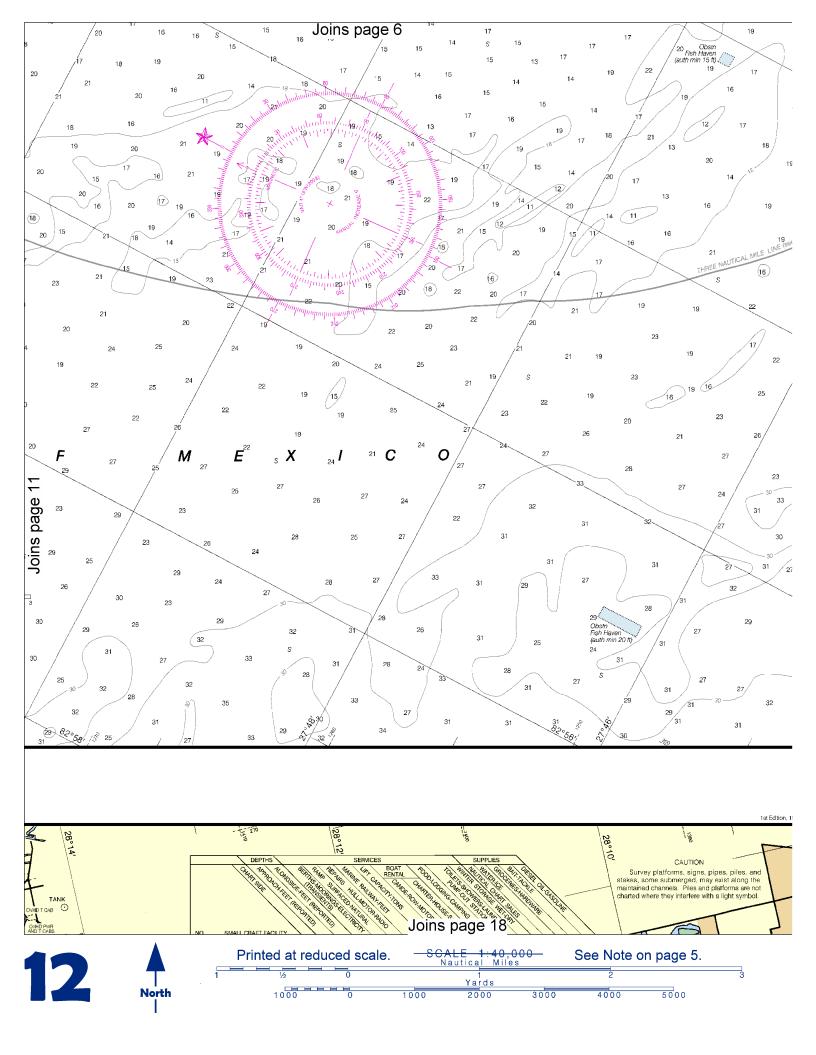
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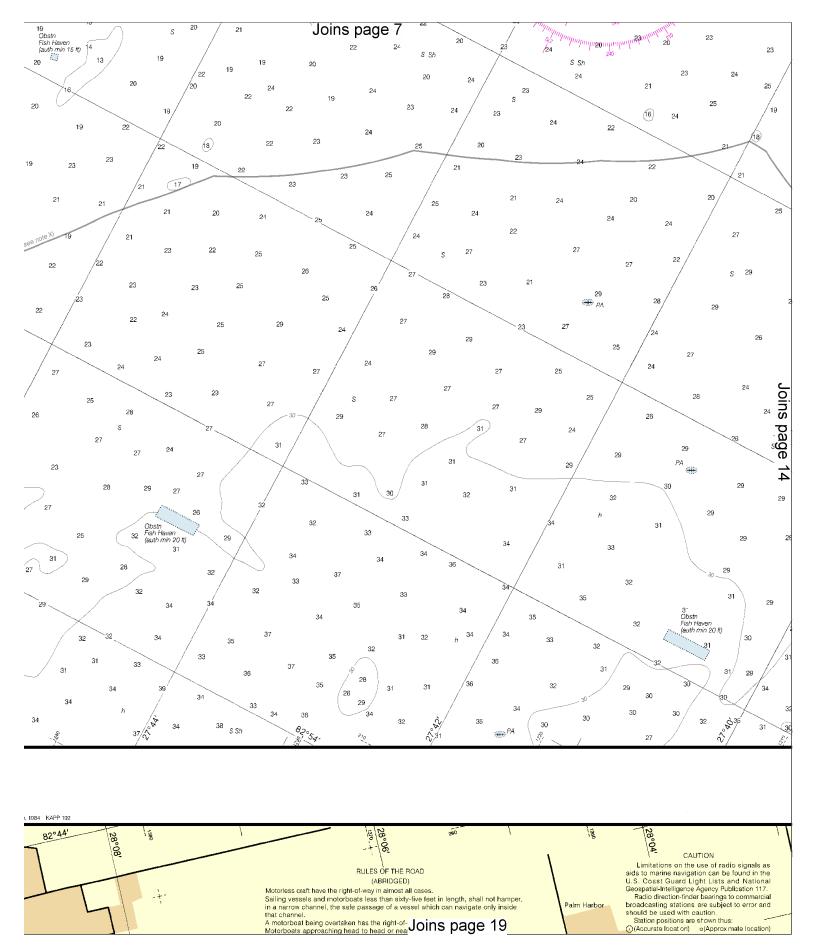
ST. PETERSBURG, FLA.

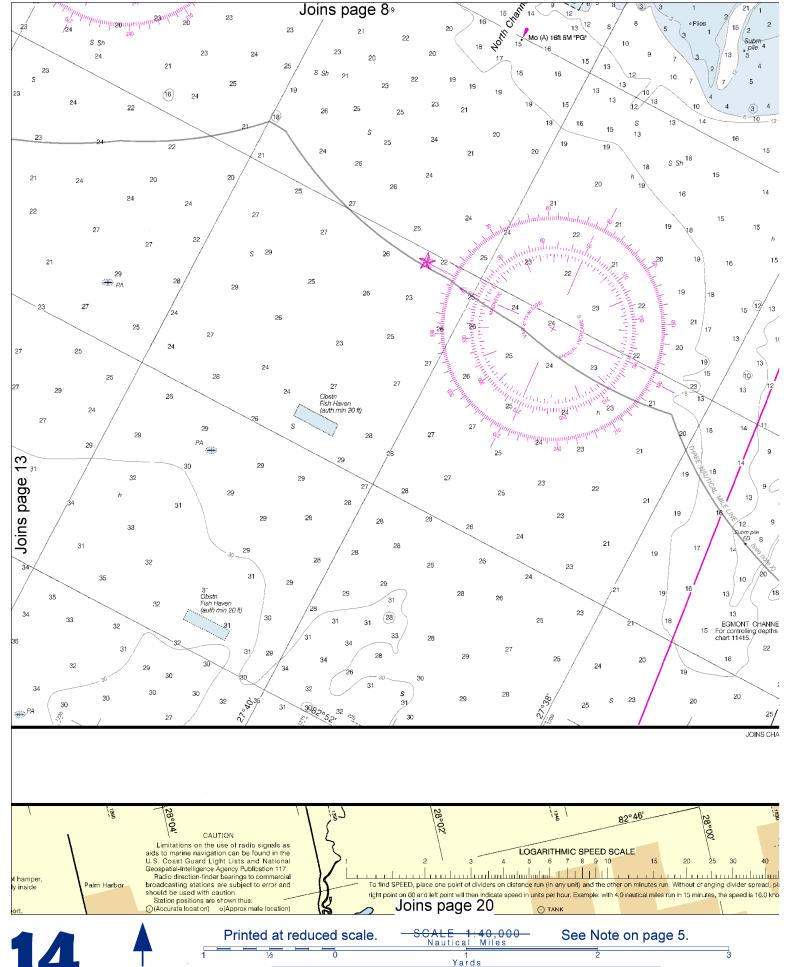




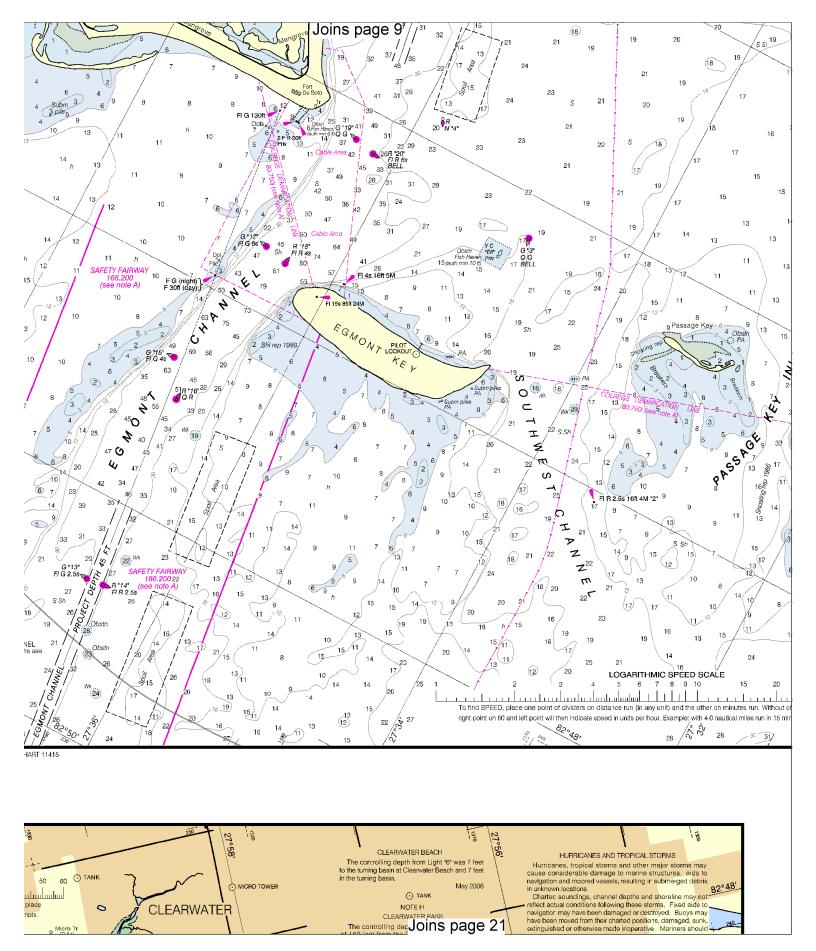












11411 17th Ed., Mar /08; Corrected through NM Mar. 22/08, LNM Mar. 18/08



THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11411

INTRACOASTAL WATERWAY

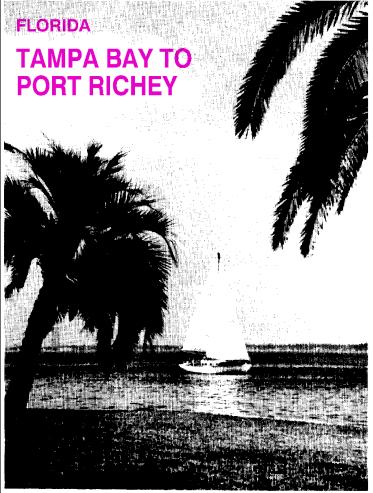


Chart 11411 17th Ed., Mar./08 ■
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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000 SOUNDINGS IN FEET MEAN LOWER LOW WATER North American Datum of 1983 (World Geodetic System of 1984)

HEIGHTS
Heights in feet above Mean High Water

	ST. PETERSBURG, FLA	
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3 0556 0.4 18 0627 0.3 b 1355 1.2 Ty 1324 1.4 1622 1.1 2238 2.0 1756 0.9	3 0614 D.D Th 1235 1.6 1814 0.5	1234 2.1 1923 0.1	3 0023 1.7 Se 0543 0.8 1141 2.3 1850 -0.2	16 D207 1.5 Su 054 1.2 1155 2.5 1946 -0.2	3 1206 3.0 18 1226 2.7 Tu 2032 -Q.7 W 2051 -Q.3
4 0634 -0.5 19 0001 2.0 Tu 1249 1.3 W 0858 -0.2 1729 1.0 1231 1.5 2336 2.1 1846 0.6	4 C023 2.0 F C643 0.2 1246 1.8 1859 0.2	19 0147 1.6 Sa 0645 0.8 1246 2.2 1957 -0.1	4 0129 1.7 Su 0606 1.0 1206 2.5 1938 -0.5	19 0259 1.4 M 0657 1.3 1217 2.5 202 -0.3	4 1255 3.0 19 1306 2.7 W 2126 -0.7 Th 2127 -0.3
5 0706 -0.4 20 0053 1.9 W 1351 1.3 Th 0722 0.0 1819 0.8 1338 1.7 1928 0.3	5 (118 1.9 Sa (709 0.4 1301 2.0 1944 -0.2	20 0232 1.5 5, 0700 0.9 1302 2.4 2030 -0.2	5 0235 1.6 M 0631 1.2 1236 2.7 2029 -0.6	20 0348 1.4 Tu 0610 1.3 1244 2.6 2056 -0.3	5 1345 3.0 20 1346 2.7 Th 2220 -0.6 F 2201 -0.3
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7 0115 2.1 22 0220 1.7 F 0800 -0.2 Se 0750 0.4	7 C310 1.6 M C752 0.9 1348 2.5 2121 -0.6	22 0357 1.4 Tu 0727 1.1	2123 -0.7 7 1353 2.9 W 2221 -0.7	22 1352 2.7 Th 2215 -0.3	7 1536 2.7 22 0542 1.4 Se 2339 -0.3 Su 0841 1.3 1515 2.5 2310 -0.1
		2141 -0.3	8 1439 2.9 Th 2323 -0.6	23 1433 2.6 F 2258 -0.2	
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9 0253 1.8 24 0342 1.4 90 0847 0.3 M 0828 0.7 1439 2.0 1432 2.2 2125 -0.3 2157 -0.2	1457 2.7 2322 -0.5	25 1532 2.4			1754 2.0
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11 0453 1.3 26 0524 1. Tu 0920 0.8 W 0852 1.0 1534 2.3 1526 2.3 2323 -0.4 2332 -0.2	F 1636 2.5	25 0010 -0.1 Sa 1621 2.3	11 0130 -0.2 Su 1756 2.2	26 0030 -0.1 M 0807 1.5 1055 1.4 171 2.2	II 0200 0.5 26 0057 0.5 W 0851 1.9 Th 0725 2.0 1523 0.8 1402 0.7 2110 1.5 1948 1.6
12 0624 1.0 27 1802 2.3 Vr 0917 0.9 Th	12 C201 -0.3 Se 1751 2.3	27 0112 -0.1 Su 1723 2.2	12 D227 0.0 M 1018 1.6 1402 1.4 1944 1.9	27 D116 0.0 Tu 0930 1.6 1250 1.3 1627 2.0	12 0235 0.8 27 0132 0.8 Th 0917 2.1 F 0800 2.2 1632 0.5 1523 0.4 2250 1.4 2141 1.4
13 0040 -0.4 28 0037 -0. Th 1657 2.4 F 1647 2.2	13 C317 -0.2 Su 1948 2.0	29 0214 0.0 M 1846 2.0	13 0315 0.2 Tu 1026 1.7 1550 1.0 2129 1.7	28 020 0-2 W 0854 1-7 1428 1-0 1959 1-7	13 0308 1.0 28 0206 1.0 F 0345 2.2 5e 0839 2.4 1727 0.2 1537 0.1 2346 1.4
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3 1258 3.6 18 0403 1.5 Th 2120 -0.6 F 0519 1.4 1308 2.7 2106 -0.	3 0351 1.7 Su 0825 1.1 1450 2.6 2154 0.3	IB 0256 1.9 M 0815 0.9 1433 2.6 2117 0.5	3 0306 2.4 W 1000 0.5 1625 2.0 2134 1.2	18 023 2.7 Th 0947 0.1 1829 2.0 2103 1.4	3 0230 2.7 18 0225 3.0 F 1020 0.2 Se 1046 -0.2 1726 1.7 2040 1.6
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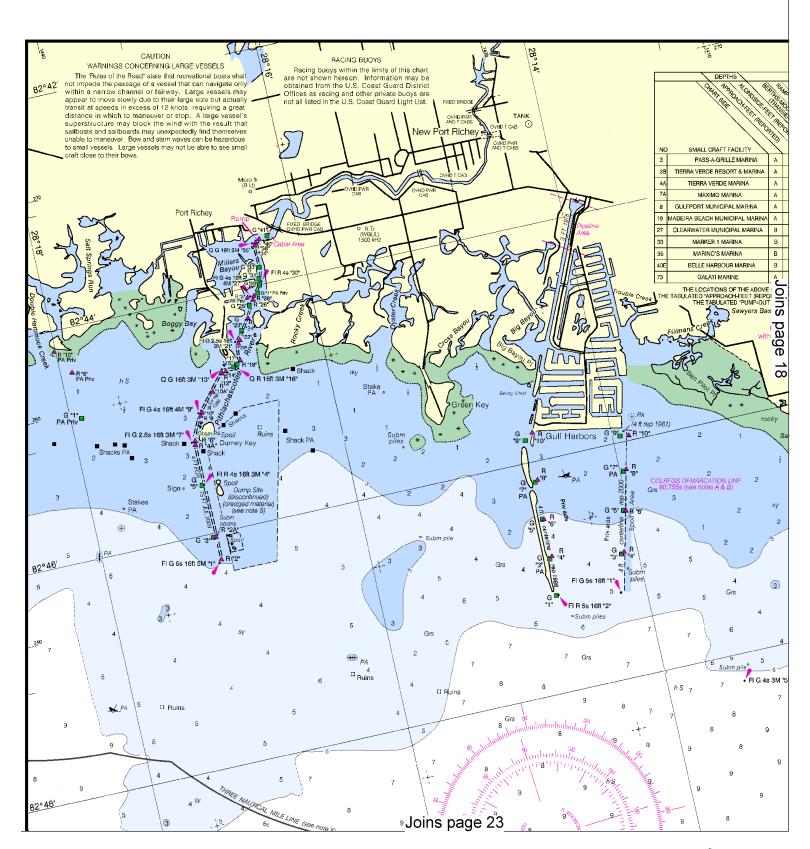
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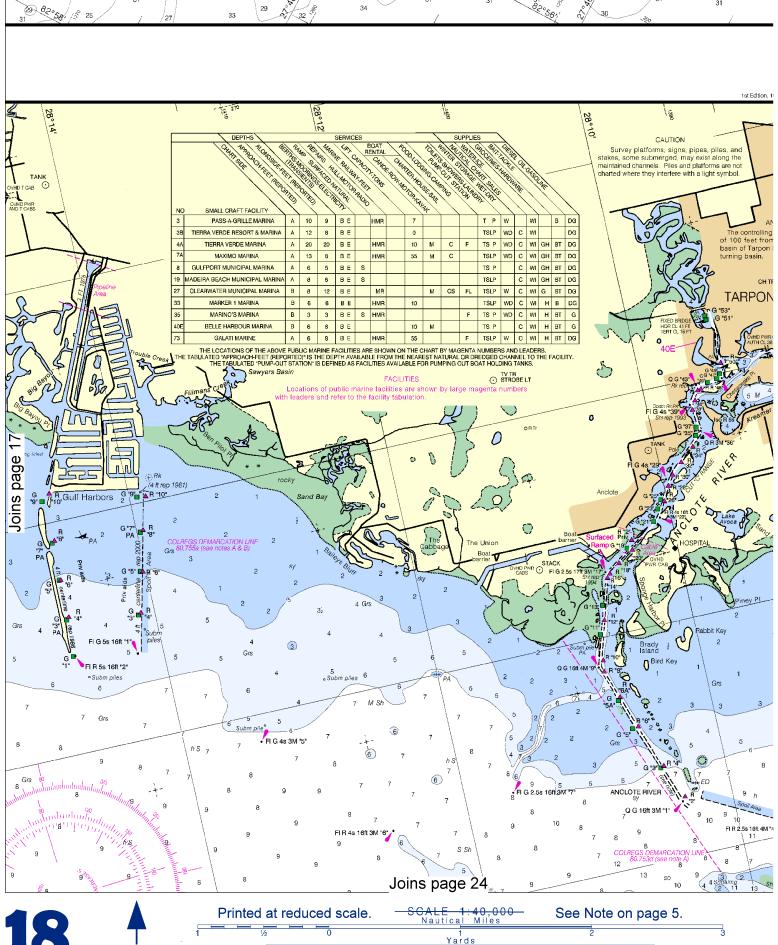
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SCALE 1:40,000 Nautical Miles See Note on page 5.

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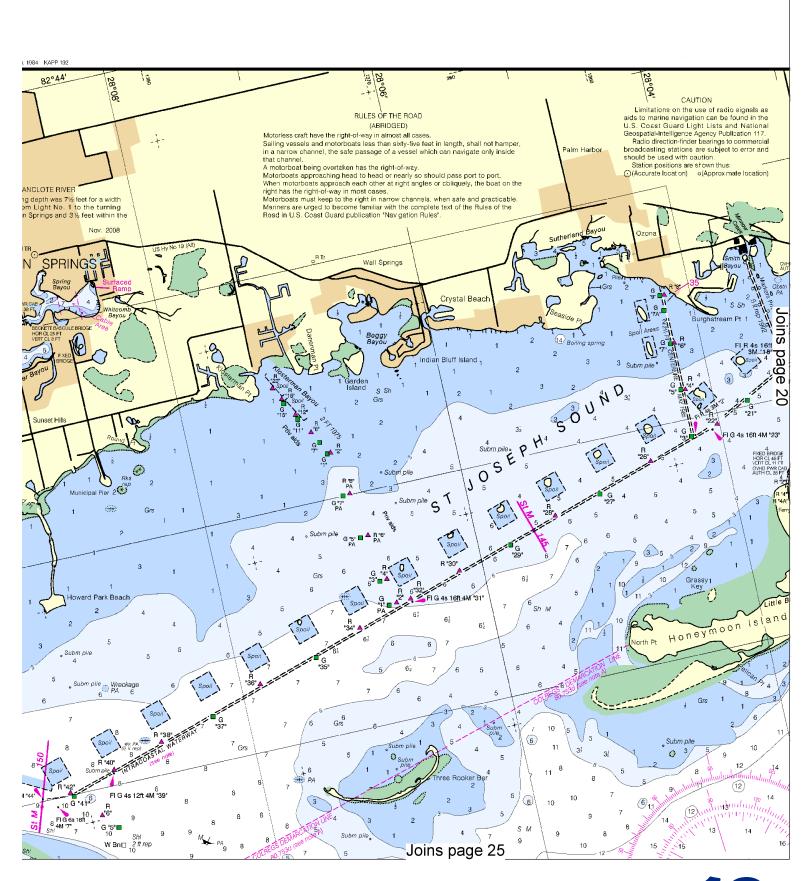




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36 Joins page 13

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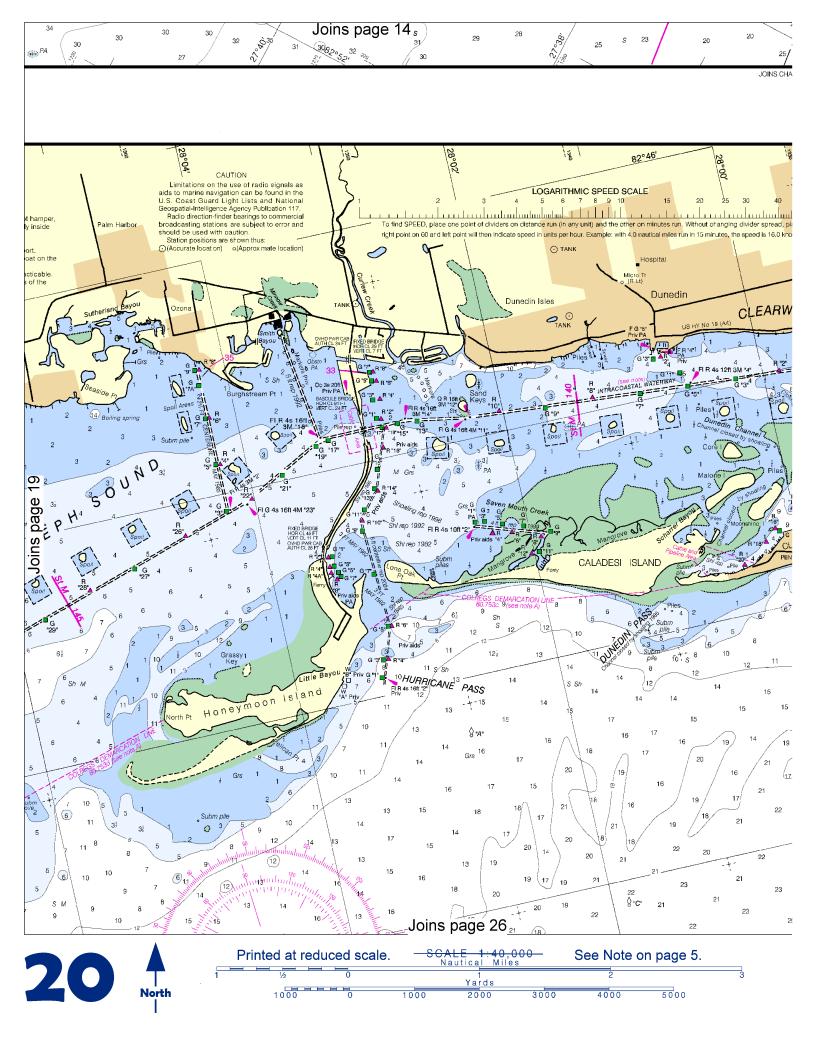
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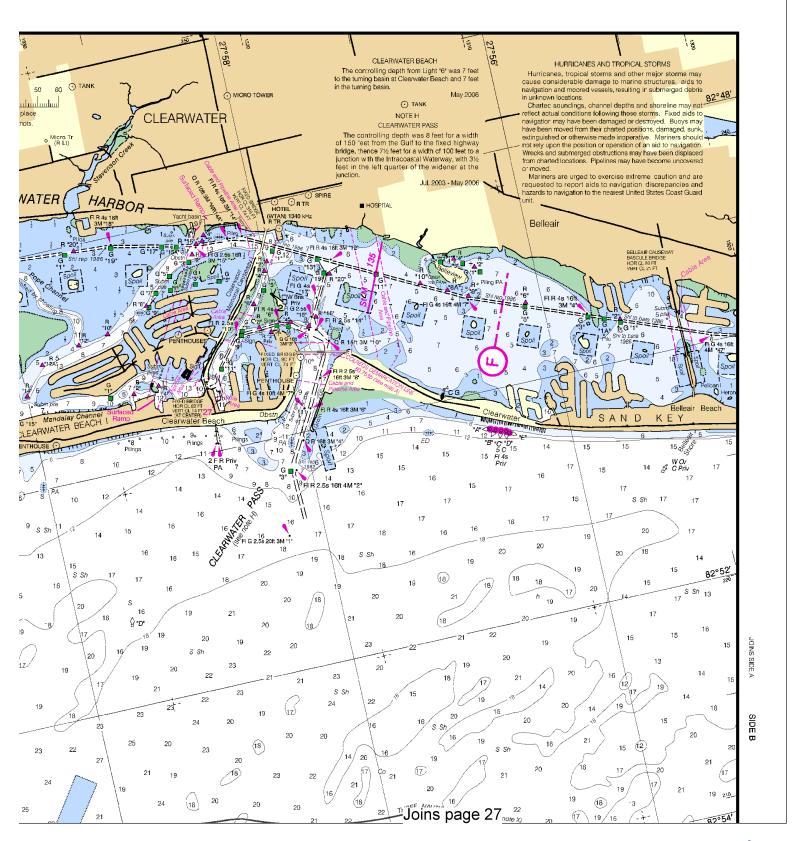
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Joins page 16

F 0751 F 0751 1552 2202

12 0134 1.2 5e 0833 2.3 1657 0.2

13 0919 2.4 5u 1753 0.1

14 1009 2.5 b 1842 -0.1

15 ID58 2.5 Tu 1925 -0.1

Time HI. Day h.m. fi.

1 0150 2.7 Sa 1094 -0.1

2 0227 2.6 Su 1052 0.0

3 0309 2.5 N 1147 G.1

4 0401 2.4 Tu 1246 0.2

5 0508 2.2 V: 1345 9.3 2141 1.7

7 0250 F 0820 1526 2309

8 0400 Sa 0949 1607 2226

2.0

1.8

0.5 0.8 2.2

IC 0541 C.2 N 1212 1.8 1714 1.0 2307 2.4

11 0626 -0-1 Tu 1316 1.6 - 1742 1.2

13 0004 2.8 Th 0800 -0.6 1525 1.0

15 0122 3.0 54 0948 -0.6

2.2

26 0015 1.2 58 0555 2.5 1507 0.3

27 0748 2.8 Su 1832 0.0

28 Q652 2.6 M 1745 -0.2

29 1003 2.9 Tu 1846 -0.3

30 1112 3.0 W 1937 -0.4

31 1214 3.0 Th 2020 -0.3

Day frum,

16 G209 2.9 Su 1047 -0.5

17 0302 2.8 M 1150 -0.4

18 Q406 2.5 Tu 1252 -0.2

19 0520 2.2 W 1350 0. 2126 1.6

0.3 ZI 03Z2 F 0912 1523 2159

1.0 1.7 0.6

0.6

20 0135 Th 0720 1440 2140

22 G433 Se 1045 1559 2221

23 0527 Su 1202 1831 2242

24 QB12 M 13Q9 1656 2305

25 0551 Tu 1407 1721 2328

26 0726 W 1501 1740 2353

28 0022 2.5 F 0838 -0.5

30 0132 2.5 Su 0953 -0.4

12 0712 -C.4 27 0803 -0.5 W 1419 1.7 Th 1550 1.4 1905 1.4 1757 1.3

14 0040 2.9 29 0055 2.5 F 0852 -0.7 Sa 0915 -0.4

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25 0848 2.8 Tu 1740 D.0

27 1017 2.8 W 1833 0.0

1.7 2.8 0.2

23 0202 Th 0442 1130 1915

33 0212 Se 0552 1320 2015

31 0222 1.9 Su 0743 0.9 1407 2.6 2038 0.6

Time Ht Day h.m. ft

-0.5 1.2

-0.2 1.3 0.9

15 0310 Tu 1123 1850 2150

17 0414 W 1207 1911 2339

19 0530 Th 1247 1936

19 0126 0.7 - 0700 1.4 1324 0.4

23 0258 0.4 5e 0904 1.1 1359 0.6 2036 1.8

22 0509 M 1235 1507

23 0550 ·0.4 Tu 2219 ·2.1

24 0541 D.6 W 2256 2.2

25 0721 -0.7 Th 2334 2.2

29 0750 -0.7

27 0013 2.3 Se 0933 -0.7

29 0132 м 0927 1652 1953

30 0213 Tu 1008 1704 2051

91 0257 2.0 W 1038 -0.4 1722 1.3 2154 0.8

-0.5 -0.5

Time meridian 75 W. 0000 is midnight. 1200 is noon. Heights are referred to meen lower low water which is the chart datum of soundings.

11 0103 Th 0423 1040 1816

12 0109 F 0519 1135 1848

13 0116 Sa 0605 1222 1916

14 0123 2.0 Su 0847 1.0 1307 2.6 1941 0.6

1 0345 1.8 TF 1103 -0.2 1734 1.4 2302 0.7

0.0 1.6

0.5 1.3 0.2

0.3 1.1 0.5

2 D441 F 1135 1803

3 D016 Sb 0551 1207 1835

4 0136 Su 0724 1239 1912

5 0256 M 0934 1309 0.0

5 0412 -0.3 Tu 2045 2.2

7 0519 -0.6 W 2141 2.3

8 0619 -0.9 Th 2240 2.4

11 0037 2.6 Su 0846 -1.1 1613 1.1 1854 0.9

12 D133 M D928 1627 2002 2.5 -0.9 1.1 0.8 27 D137 Tu 0903 1534 2013

13 D227 Tu 1004 1644 2110 -0.7 1.2 0.5 28 0217 W 0927 1545 2100

14 0322 2.0 W 1035 -0.4 1703 1.3 2220 0.5

15 0419 1,7 Th 1104 -0.1 1726 1.5 2334 0.3

1.9 1.2 2.6 0.5

26 D042 F 0524 1143 1833

27 005 Sa 0617 1239 1900 1.6 1.4 2.6 0.4

28 010 Su 0703 1329 1922

JANUARY 2009

Time Day h.m.

17 D052 Sa 0649 1153 1827

15 0213 50 0655 1210 1907

19 0332 -0.2 M 1953 1.9

20 044 -0.4 Tu 2049 1.9

21 0538 -0.5 W 2149 1.9

22 0627 -0.6 Th 2246 2.0

23 0708 -0.7 F 2338 2.0

25 0019 2.1 Su 0813 -0.7 1524 1.1 1844 0.9

2.1 -0.6 1.1 0.8

-0.4 1.3

-0.2 1.5 0.3

0.0

26 0059 M 0840 1528 1928

29 0259 Th 0950 1602 2150

30 0345 F 1014 1625 2246

31 0440 1.4 Se 1037 0.2 1653 1.8 2350 0.0

9 D714 -1.0 24 D743 -0.7 F 2339 2.5 Se 1516 1.1 1756 1.0

16 0525 1.3 F 1130 0.2 1754 1.7

2.3 2.5 2.2

11 0512 5e 1119 1750 235B

12 0556 0.8 Su 1214 2.3 1819 0.8

13 0011 2.2 M 0635 0.5 1306 2.3 1844 1.0

14 0027 2.4 Tu 0719 0.2 1358 2.2 1907 1.2

2.6 -0.1 2.1

FEBRUARY 2009

Time Ht. Day h.m. ft.

1 0548 1.1 Su 1059 0.4 1726 1.9

3 0232 -0.3 Tu 1900 2.1

4 0401 -0.5 W 2008 2.2

5 0516 -0.7 Th 2127 2.2

6 0615 -0.9 F 2244 2.3

8 0748 -0.9 Su 1454 | 1.1 1825 | 0.8

7 0708 \$a 1430 1712 2332 1.0

9 0050 M 0823 1503 1926 0.8 1.2 0.6

10 0144 Tu 0854 1515 2022

12 0324 Th 0942 1548 2210

H 0234 2.0 W 0920 -0.3 1530 1.5

13 0415 1.4 F 1002 0.3 1611 1.8

14 0515 1.1 Sa 1019 0.5 1637 1.9

15 0009 -0.1 Su 0634 0.9 1029 0.7 1710 2.0

-0.5 -0.5 -0.4

2 0105 M 0729 1112 1808 0.0

0.6

28 0620 0.4 5u 1249 2.0 1802 1.0 2359 2.4

28 0014 2.5 Tu 0736 0.0 1429 1.8 1840 1.4

Time Hi. Day h.m. fi

16 G121 -0.1 N 1749 1.9

17 0244 -0.2 Tu 1842 -1.9

18 0404 -0.3 W 1956 | 1.6

19 0510 -0.4 Th 2125 1.0

20 0800 -0.4 F 1410 1.2 1615 1.1 2239 1.9

22 0712 -0.5 Su 1413 1.2 1814 0.9

2.0 -0.3 1,4 0.5

21 0540 Sa 1409 1725 -0.5 1.2 1.0

23 0021 9 0739 1417 1855

24 0101 Tu 0802 1421 1935

26 0220 Th 0843 1442 2055

27 0303 F 0903 1501 2141 0.0 1.7 0.0

28 0351 1.5 5e 0922 0.4 1526 2.0 2232 -0.2

25 0140 1.9 W 0623 -0.1 1429 1.5 2014 0.3

27 0700 k 1341 1823 1.2

29 0032 W 0610 1514 1855

II 0833 2.4

12 0948 2.5 Tu 1818 0.1

13 1052 2.6 W 1900 0.1

1.5 29 0205 0355 1229 1948

DECEMBER 2008

Time Ht. Day h.m. ft.

I С213 2.4 И 1034 -0.3

2.1 -0.1 1.4

0.2

0.8 1.5 0.4 21 0411 Su 1058 1433 2109

0.5 1.3 0.7 2.0

0.1 1.3 0.9 2.2

-0.3 1.3 1,1 2.4

-0.6 1.3 1.2 2.6

13 0027 2.8 28 0052 2.3 Sa 0853 -1.0 SJ 0906 -0.7 1043 1.1

4 0451 1.9 Th 1242 0.0 1944 1.5

5 CO47 F C609 1325 2011

7 0329 Su 0927 1448

8 0430 M 1104 1527 2140

9 E525 Tu 1232 1601 2215

10 C618 W 1352 1630 2255

11 C710 -0.8 Th 2339 2.7

12 C803 -1.0

14 C118 2.8 Su 0947 -0.8

15 C212 2.7 M 1037 -0.7

14 C231 Th C506 1144 1934

Chart 11411 17th Ed., Mar./08 ■
Corrected through NM Mar. 22/08, LNM Mar. 18/08

Published at Washington, D.C. U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SERVICE COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000 SOUNDINGS IN FEET

MEAN LOWER LOW WATER North American Datum of 1983 (World Geodetic System of 1984)

HEIGHTS

Heights in feet above Mean High Water

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.078' northward and 0.636' eastward to agree with this chart.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) Issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand correr. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts,noaa.gov.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus:

Additional information can be obtained at nauticalcharts.noaa.gov



SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

WARNING

The prudent mariner will not rely sole y on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Colregs demarcation lines follow the general trend at the seaward high water shoreline except where charted.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Not ces to Mariners and critical corrections.

Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before Their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

NOTE S

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA) See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE A

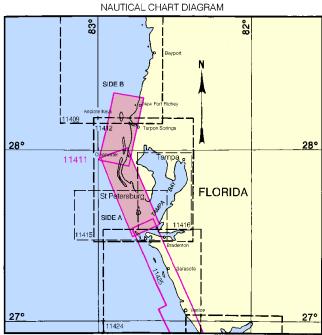
Notice A

Navigation regulations are published in Chapter 2, U.S.

Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the
regulations may be obtained at the Office of the Commander,
7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville,

Refer to charted regulation section numbers.

This nautical charl has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



11411 17th Ed., Mar./08; Corrected through NM Mar. 22/08, LNM Mar. 18/08

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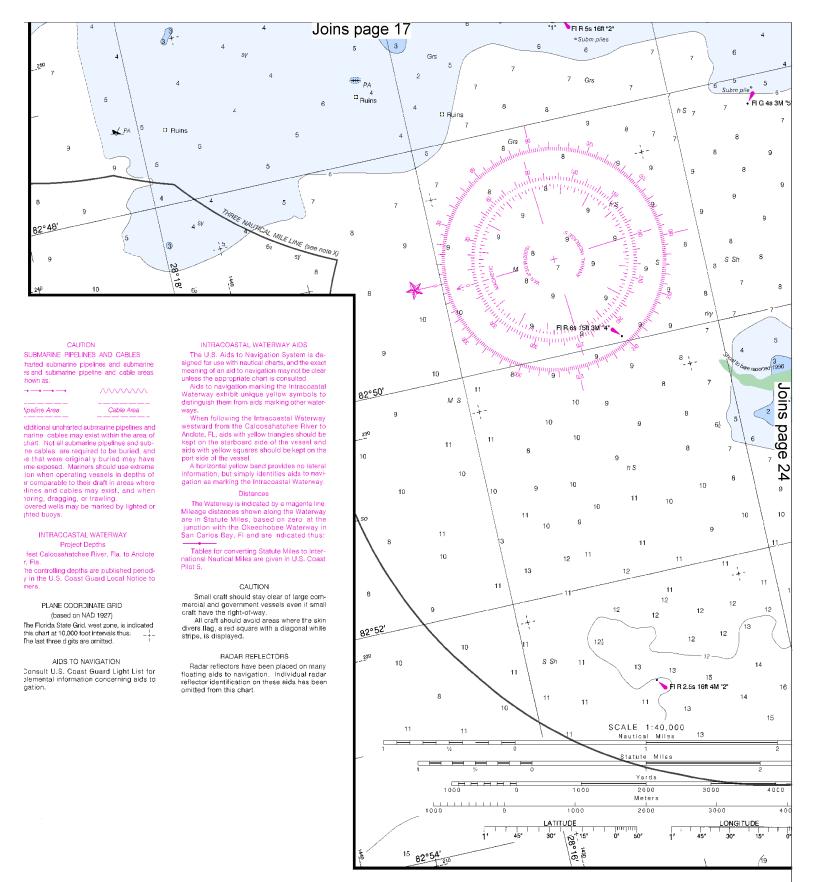
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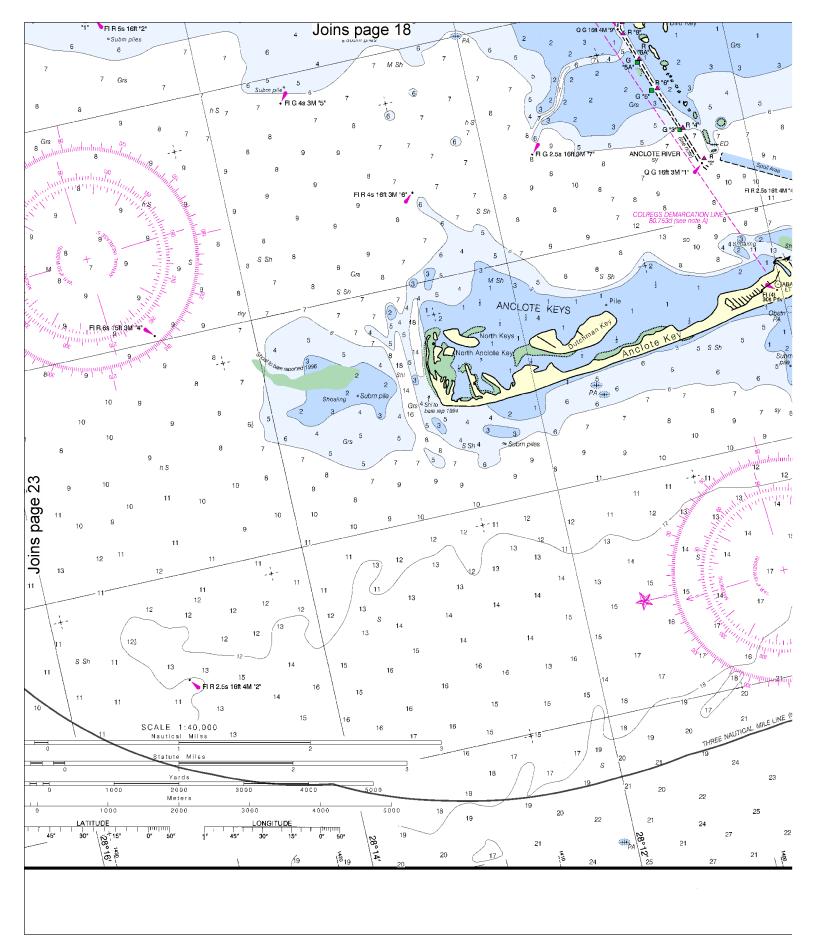
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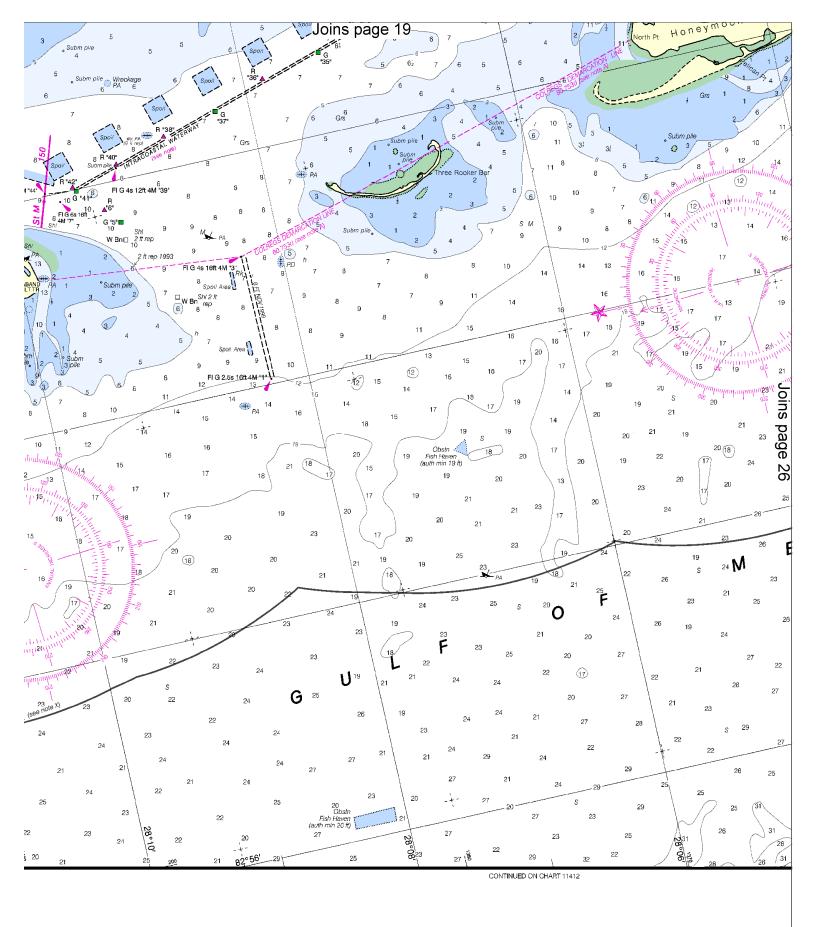
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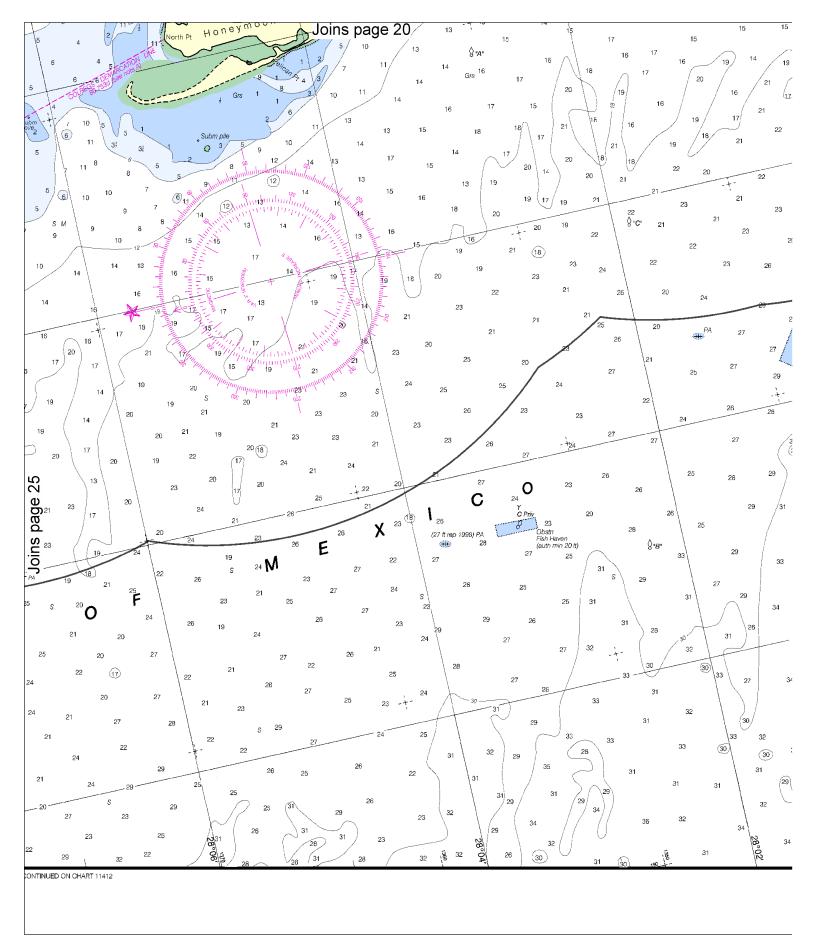




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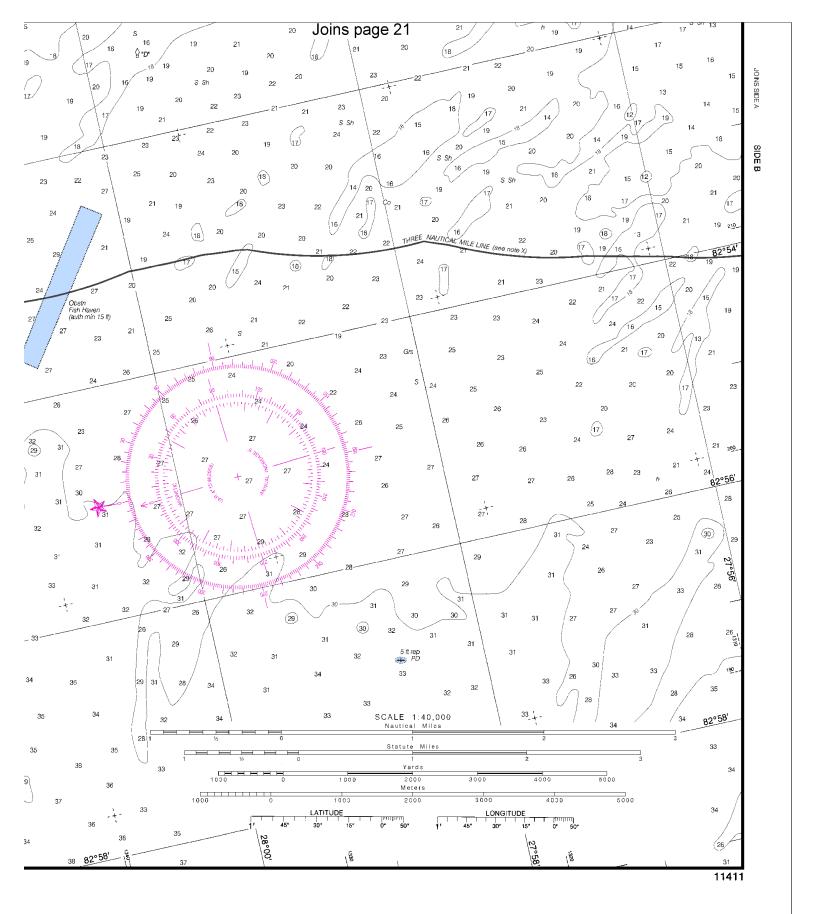






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1	1/2 0		1		2		3
			Yards				
	1000 0	1000	2000	3000	4000	5000	



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls

to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

- 1. Make sure radio is on.
- 2. Select Channel 16.
- 3. Press/Hold the transmit button.
- 4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- 6. Release transmit button.
- Wait for 10 seconds If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group St. Petersburg – 727-824-7506 Coast Guard St. Petersburg – 727-824-7670 Coast Guard Sand Key – 727-596-8666 Pinellas County Marine Unit – 727-582-6177 FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

<u>NOAA Weather Radio</u> – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

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Official Electronic Navigational Charts (NOAA ENCs®) –

ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketChartsTM – PocketChartsTM are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.Noa.gov, <a href="